UI Bulletin #183

Subject:	First responder installed equipment disables or shuts down when the LH doors of the vehicle are opened, or the Star/Stop button is pressed.
Models Years Affected:	2021 and beyond
Models Affected:	Chevrolet Tahoe PPV (9C1) and SSV (5W4) models
Origination Date:	October 27, 2021
Revision Date:	N/A

ADVISORY:

Condition/Concern:

Some upfitter/customers may indicate that certain equipment installed will be disabled or shut-down when either of the vehicle's Driver or Passenger LH doors are opened or the Start/Stop button is press This condition is caused when the installer/upfitter utilizes the Violet (VT) 2801 wire/circuit. This circuit is functionally tied to a feature call IRAP (Interruptible Retained Accessory Power). IRAP operates as described below and its function as noted is tied to the 2801 circuit and as such the devices connected to this power source are subjected to the power interruptions as well.

Interruptible Retained Accessory Power

The Power Mode Master (PMM) Controls components as needed If equipped with a RAP relay, the BCM controls the Retained Accessory Power with an exception, Interruptible Retained Accessory Power (IRAP) is deactivated during transmitter authentication. During Transmitter Authentication the PMM will deactivate components including IRAP to prevent Radio Frequency (RF) Interference (RFI) that may cause a "NO REMOTE DETECTED" message to be displayed on the Driver Information Center (DIC).

Note: If transmitter Authentication occurs while in Run or Propulsion Modes, it is normal to for IRAP to be interrupted momentarily (i.e. items connected to auxiliary power ports or chargers may momentarily go off then come back on).

If a remote transmitter was not been previously detected, Transmitter Authentication can occurs under any of the following conditions:

- The driver's side front door is opened.
- The driver's side rear door is opened.
- The S38 Vehicle On/Off Switch is pressed.

Disclaimer: GM Upfitter Integration Technical Bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service and/or modification of a vehicle. These properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. Contact GM Upfitter Integration for information on whether the information is applicable your vehicle.

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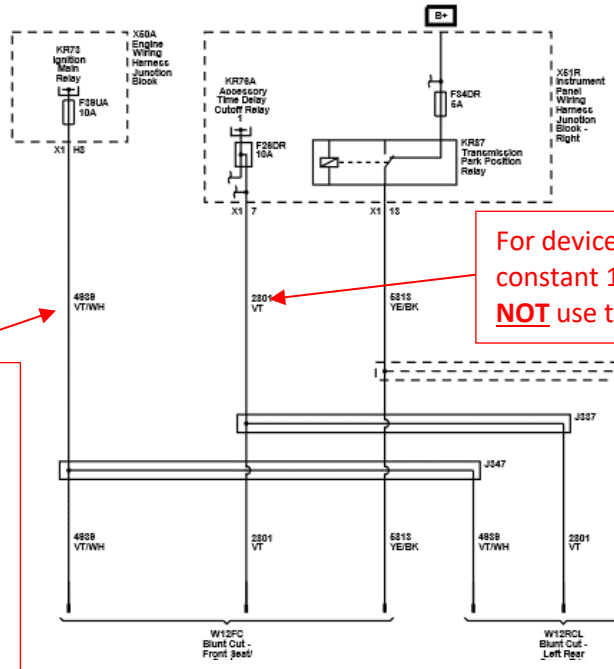
Repair/Recommendation:

To avoid the power interruptions and provide a steady “RUN” mode power source for devices requiring such, it is recommended that the provisional 4939 (VT/WH wire) be used in place of the 2801 circuit. Refer to the schematic and notes below for more details.



For devices or equipment that require a constant 12v RUN power source do **NOT** use the 2801 (VT) provision circuit

For devices or equipment that requires a constant 12v RUN power source it is recommended use of the 4939 (VT/WH) provision circuit

Both the 2801 and 4939 provisional circuit are available in the blunt cut harnesses located in both the cargo and center console area

Additional Information:

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